

# Fuel for Thought

August 2004

The 939th Air Refueling Wing, Portland, Ore.

Vol. 2, Issue 8

## Why America fights in Iraq

by Donald Rumsfeld  
Secretary of Defense

More than 15 months ago, a global coalition ended the brutal regime of Saddam Hussein and liberated the people of Iraq.

As in all conflicts, this has come at a cost in lives. Some of your comrades made the ultimate sacrifice. For your sacrifices, our country and the President are deeply grateful.

In a free, democratic country we have vigorous debates over important public policy issues – none more heated than a decision to go to war. But this should not distract us from the mission at hand or lessen the magnitude of your accomplishments.

The threat we face must be confronted. And you are doing so exceedingly well. Indeed it has been an historic demonstration of skill and military power.

On September 11, 3,000 citizens were killed by extremists determined to frighten and intimidate our people and civilized societies. The future danger is that, if the extremists gain the potential, the number of casualties would be far higher. Terrorists are continuing to plot attacks against the

American people and against other civilized societies. This is a different kind of enemy and a different kind of world. And we must think and act differently in this new century.

These extremists think nothing of cutting off innocent

people's heads to try to intimidate great nations. They have murdered citizens from many countries – South Korea, Japan, Spain, the United Kingdom and others – hoping to strike fear in the hearts of free people.

Theirs is an ideology of oppression and subjugation of women. They seek to create radical systems that impose their views on others. And they will accept no armistice with those who choose free systems.

They see the governments of the Middle East, the United States and our stalwart allies all as targets.

Consider the background. In the span of 20 years, Hussein's Iraq invaded two neighbors, Iran and Kuwait, and launched ballistic missiles at two more. He employed poison gas against soldiers in Iran and against Kurdish villagers in his own country.

The United Nations and the U.S. Congress shared the view that Saddam's regime was a threat to the region and the world. Indeed, in 1998, our Congress passed a resolution calling for the removal of the regime. And over the years the U.N. passed 17 resolutions condemning Saddam's regime and calling on him to tell the UN about his weapons programs. He ignored every one.

Information gathered since the defeat of Saddam's regime last year confirms that his last declaration to the United Nations about his weapons programs was falsified. The U.N. resolutions had called for "serious consequences" should Saddam not comply. He did not.

The President issued a final ultimatum to Saddam to relinquish power to avoid war. Saddam chose war instead.



Secretary of Defense  
Donald Rumsfeld

### *Inside This Issue:*

<i>PJ Field Skills</i>	<i>page 6</i>
<i>RIMPAC</i>	<i>page 7</i>
<i>Wilderness Rescue</i>	<i>page 8</i>
<i>VFW Adopts 939th</i>	<i>page 9</i>
<i>Honor Guard Trains</i>	<i>page 10</i>
<i>Home Loans &amp; School Supplies</i>	<i>page 11</i>
<i>Military Dining In</i>	<i>page 12</i>
<i>Lt Col Baity Reassigned</i>	<i>page 13</i>

# Congratulations

## Civilian

### Awards

Jesse Ryholt

939ARW

Nathan Brown

ART – 939AMXS

Eric Frye

ART – 939MXS

Daniel Sassen

New ART – 939MXS

Sarah Webber

New STEP – 64ARS

### Welcome

Col William Flanigan

ART – 939ARW

## Military

### Meritorious Service Medal

SMSgt Edward Freeman

939MSS

MSgt Michael Burke

939AMXS

MSgt Cathy Chapman

939MOF

MSgt George Chernishov

939MXS

MSgt Garth Didlick

939AMXS

MSgt Norman Ellis

939AMXS

MSgt Michael Green

939AMXS

MSgt James Gross

939MXS

MSgt Thomas Henderson

939AMXS

MSgt Stanley Horn

939AMXS

MSgt Bryan Kamahoahoa

939MXS

MSgt Jerald Kohn

939MOF

MSgt Frank Lovejoy

939AMXS

MSgt Thomas Lynch

939MXS

MSgt Claude Moreland

939AMXS

MSgt Ronnie Patterson

939AMXS

MSgt John Phillips

939MXS

MSgt Michael Rak

939MOF

MSgt Mark Richards

939MXG

MSgt Donald Schaefer

939AMXS

MSgt Robert Schuessler

939MXS

MSgt Perry Steinbrook

939AMXS

MSgt David Stover

939AMXS

MSgt Laval Sweat

939AMXS

MSgt April Wells

939AMXS

### Air Force Commendation Medal

1st Lt Lorna Zeigler

939MXS

CMSgt Reuben Evans

939MXS

SMSgt Brian Alley

939AMXS

SMSgt Linda Edwards

939AMXS

SMSgt Dayne Firth

939AMXS

SMSgt Bruce Fontaine

939AMXS

SMSgt Michael Gorham

939MXS

SMSgt Everett Guertin

939MXS

SMSgt Jeffery Hauck

939AMXS

SMSgt John Hollingsworth

939AMXS

SMSgt Jay Jahangiri

83APS

SMSgt Jerry Kaufman

939MXS

SMSgt Guy Newton

939MXS

SMSgt John Persha

939AMXS

MSgt Joseph Alfeche

939AMXS

MSgt Keith Barber

939AMXS

MSgt Eric Berggren

939AMXS

MSgt Christopher Bonn

939AMXS

MSgt Robert Britton

939MXS

TSgt Eric Anderson

939AMXS

TSgt Paul Bade

939MXS

TSgt Dennis Belkot

939MXS

TSgt Thomas Braccini

939MXS

TSgt Stephen Breaux

939AMXS

## Fuel for Thought

This funded Air Force newspaper is an authorized publication for the men and women of the 939th Air Refueling Wing, Portland, Ore. Contents of Fuel for Thought are not necessarily official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force. The content is edited, prepared and provided by the public affairs office of the 939th Air Refueling Wing (AFRC), Portland IAP, Portland, Ore. Photos are Air Force photos unless otherwise noted. Submissions are appreciated. The mail address is: 939 ARW/PA, (Attn: Fuel for Thought), 6801 NE Cornfoot Road, Portland IAP, Portland, OR., 97218-2797.

We may also be reached via telephone at 503-335-4621 or 4619, via fax at 503-335-4210, or via e-mail at [roger.edwards@portland.af.mil](mailto:roger.edwards@portland.af.mil).

939 ARW Commander

Col. William N. Flanigan

Chief of Public Affairs

Maj. Karen Magnus

Public Affairs Specialist/Editor/Admin

Roger A. Edwards

# Congratulations

## continued

TSgt John Brownfield	939MXS	SSgt James Olsen	939AMXS
TSgt James Castle	939AMXS	SSgt Richard Slater	939AMXS
TSgt Kevin Cole	939AMXS		
TSgt Nelson Cooney	939AMXS	SrA Edith Becerra	939MOF
TSgt Bradley Crow	939MXS	SrA Michael Gonzalez	939AMXS
TSgt Brent Curtis	939MXS	SrA Robert Mayner	939AMXS
TSgt Darric Delmonico	939MXS	SrA Nathan Minich	939AMXS
TSgt Gregory Doss	939MXS	SrA Jeff Murphy	939AMXS
TSgt Phillip Ek	939MXS	SrA David Riley	939AMXS
TSgt Larry Ferington	939AMXS	SrA Zachary Thiessen	939MXS
TSgt Gregory Gaunt	939AMXS	SrA Nathan Weiss	939AMXS
TSgt Gregory Gonnerman	939AMXS		
TSgt Scott Goodgion	939AMXS	<b>Welcome</b>	
TSgt Samuel Green	939MXS	2nd Lt Daniel Lane	939MDS
TSgt Terence Harris	939MXS		
TSgt Richard Held	939MXS	TSgt David Ackerman	83APS
TSgt Derrick Jones	939MXS	TSgt Markedward Eakin	83APS
TSgt Stewart Lyall	939AMXS	TSgt Troy Rawlins	304RQS
TSgt Clint Moore	939AMXS	TSgt Daniel Walker	939LRS
TSgt Jeffrey Mustoe	939AMXS		
TSgt Jackie Neale	939MXS	SSgt Leslie Howard	939MXS
TSgt David Nelson	939AMXS	SSgt Matthew Matos	939MXS
TSgt Donald Odum	939AMXS		
TSgt Ronald Rel	939MXS	SrA Brian DeBill	83APS
TSgt Kevin Ritcheson	939MXS	SrA Autumn Flagg	83APS
TSgt Kenneth Rochefort	939AMXS	SrA Bradley Gartzke	939CF
TSgt David Shankle	939MOF	SrA Daniel Headings	939CES
TSgt Darrell Smith	939MXS	SrA Jason Lane	939MDS
TSgt Christopher Soden	939MOF		
TSgt Daniel Starner	939AMXS	A1C Steven Green	304RQS
TSgt Daryl Stutzman	939AMXS	A1C Lucas Martin	304RQS
TSgt Wade Sullivan	939AMXS	A1C Michael McHugh	304RQS
TSgt Robert Vaillancourt	939MXS	A1C Trisha Sherry	939MDS
TSgt Roger Watson	939AMXS		
TSgt Andrew Weaver	939MXS		
TSgt Brian Wellman	939AMXS	<b>Promotions</b>	
TSgt Stanley Wey	939AMXS	<b>To Senior Master Sergeant</b>	
TSgt Michael Williams	939MXS	Jon Borden	939ARW
TSgt Gregory Woolsey	939AMXS		
SSgt James Caisse	939AMXS	<b>To Master Sergeant</b>	
SSgt Donald Clavette	939AMXS	Steven Jansen	939ARW
SSgt Robert Emmons	939AMXS	Dylan Wentworth	939CES
SSgt Kristen Harper	939AMXS	Thomas Wellman	83APS
SSgt Michael Heckman	939AMXS		
SSgt Barry Hoover	939AMXS	<b>To Technical Sergeant</b>	
SSgt William Kirk	939AMXS	Jason Colvin	939LRS
SSgt Randy Loyer	939MXS	Daniel Tonkin	939MDS
SSgt Craig Miller	939AMXS		





photo by Maj Karen Magnus

SrA Kyle Higley of the 939th Logistics Readiness Squadron, was re-enlisted by his commander, Maj David Jeske, in a ceremony held during the July UTA. The re-enlistment ceremony was performed beneath the flag in the 939ARW Memorial Rose Garden at building 300.



photo by Maj Karen Magnus



photo by Maj Karen Magnus

Newly promoted Sarah Kincaid (top) and Daniel Tonkin (above) were each presented with new chevrons by their medical squadron commander, Col James Ostrander, in ceremonies held during the July UTA. Kincaid became a senior airman while Tonkin was promoted to technical sergeant.

### **Military Promotions (Continued)**

#### **To Technical Sergeant (Continued)**

Kenneth Hair	939AMXS
James Mattingly	939AMXS
Timothy Wade	939CES

#### **To Staff Sergeant**

Jeremy Baskey	939OSF
Jerry Fernandez	83APS

#### **To Senior Airman**

Darren Meaney	939OSF
Jill King	939MOF
Hannah Gill	939LRS
Sarah Kincaid	939MDS



photo by Maj Karen Magnus



photo by Maj Karen Magnus



photo by Maj Karen Magnus

Maj Eric Schadler, civil engineer squadron commander (top left) and CMSgt Robert Davis, CE operations chief, tack on master sergeant chevrons for newly promoted Dylan Wentworth in a July UTA ceremony while SMSgt William Markgraf and MSgt Franklin, also of CE (left), were presented knives for their outstanding work. MSgt Jason Beach, 939th Operations Support Flight First Sergeant (above and left) inducts newly promoted SSgt Jeremy Barskey into the non-commissioned officer ranks in a ceremony held during the July UTA.



photo by MSgt Jon Borden

## Good Deed!

Majors Dave Jeske and Karen “Jack” Magnus (center) met a minor celebrity recently, while transiting O’Hare International Airport in Chicago. Farra D’Orazio, who is on the management team for the National Basketball Association, was attempting to haul the Joe Dumars Sportsmanship Award Trophy through the airport on its journey to New Orleans to be presented to P.J. Brown of the New Orleans Hornets. The package was large and awkward and Major Jeske offered to lend a hand. D’Orazio sent Jeske a thank you saying she would never have made it without the help. Also present, but on the other side of the camera, was MSgt Jon Borden.



# 304th practices field skills

Members of the 304th Rescue Squadron spent July 10 through 13 at Camp Rilea, along Oregon's coast, practicing their skills in the field. They trained at tactical shooting (below) and field patrol techniques (bottom). While there they also practiced their medical skills (right middle) and got to do a little unscheduled fire fighting (right).

photos by  
Maj Karen Magnus

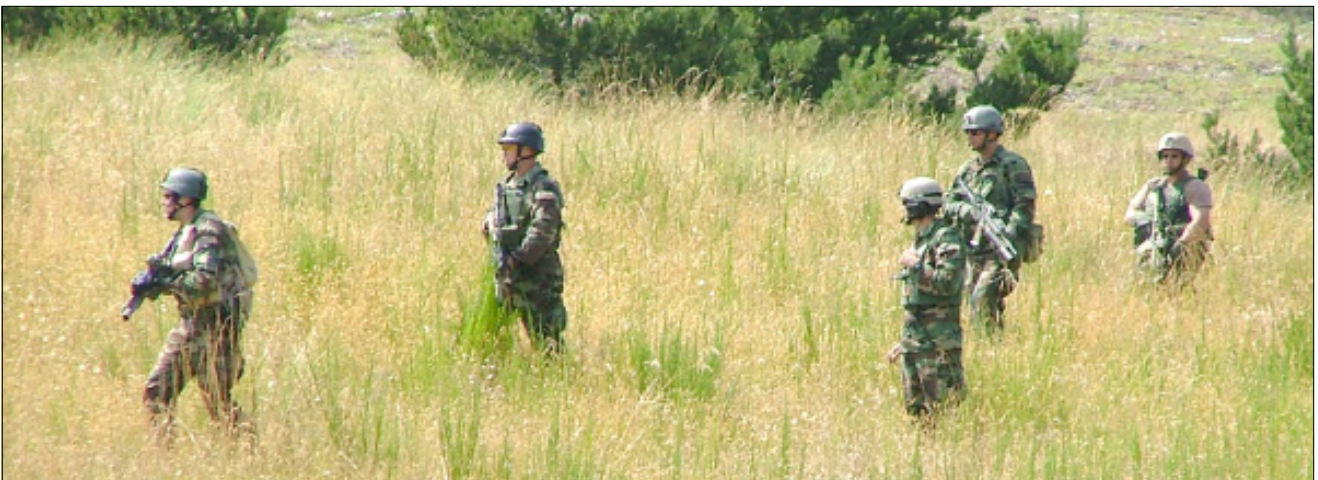






photo by Maj Karen Magnus



photo by Maj Karen Magnus

**Eighteen members of the local office of the Federal Aviation Administration and of the Port of Portland flew with wing members on refueling missions on July 1. The missions began with a four ship launch and concluded with Col Mark Kyle, departing wing commander, getting hosed down by the Fire Department as part of his final flight with the unit.**

## **Rim of the Pacific 2004**

# **939th in naval exercise**

For the first time the 939<sup>th</sup> Air Refueling Wing participated in the naval exercise Rim of the Pacific (RIMPAC) 2004. The 939<sup>th</sup> was integrated with the 507<sup>th</sup> Air Refueling Wing from Tinker AFB, Oklahoma. Three Portland crews and three Portland teams of crew chiefs along with Portland aircraft traveled to Hickam AFB, Hawaii from July 6 to July 23, 2004 to provide refueling support for Navy aircraft. RIMPAC is an integrated exercise, which among other things, allows the Navy to train their pilots and give or maintain air refueling proficiency.

For the boom operators this exercise was often very busy as customers came in a steady stream to refuel. "It was my first time refueling with the drogue during a major exercise," said MSgt Debbie Merrill, Boom Operator for Portland's 64th Air Refueling Squadron, "and it went smoothly with no major surprises. The actual drogue refueling went exactly as trained. The only small surprise was the F-18 spotlight which made it difficult to see."

Maintenance personnel ran a two shift operation that typically kept them on the go from about 0700 to 2200

hours. According to TSgt Darric Delmonico, KC-135 Crew Chief, 939 AMXS, "We were integrated with the 507<sup>th</sup> and, even though we had different styles, we were able to operate with no difficulties."



photo by Maj Karen Magnus

**A US Navy F-14 Tomcat refuels over the Pacific during RIMPAC.**

Six Pacific Rim nations along with the United Kingdom participated in RIMPAC 2004, a major maritime exercise that was conducted in the waters off Hawaii from June 29 through July 27, 2004. RIMPAC 2004 brought together maritime forces from Australia, Canada, Chile, Japan, the Republic of Korea, the United Kingdom and the United States.

This year's exercise was the nineteenth in a series of RIMPAC exercises conducted

periodically since 1971. More than 40 ships, seven submarines, more than 100 aircraft and almost 18,000 Sailors, Airmen, Marines, Soldiers and Coastguardsmen participated in RIMPAC training operations.

RIMPAC is intended to enhance the tactical proficiency of participating units in a wide array of combined operations at sea. By enhancing interoperability, RIMPAC helps to promote stability in the Pacific Rim region to the benefit of all participating nations.

# A call to a wilderness rescue

by SMSgt Bill Markgraf  
939 CES Structural Superintendent

In October last year, my family and I set out to enjoy a beautiful day in the Eagle Cap wilderness. Calesta, my wife, and Eugene and Nicole, our son and daughter, and I enjoy packing, horseback riding and exploring the wilds. On this day I wanted to show my family the area around Crater Lake.

It was to be a day trip on horseback up and around the lake, let Eugene off at the top to let him hunt his way back to camp, while I rode out with the ladies. All went well and we had a beautiful ride.

We lunched at the lake and then rode down into a basin south of the lake to set Eugene off for his hunt.

As we started back I was leading, picking my way up a steep hill. As I neared the top I heard Calesta yell. I looked back to see her struggling with her horse. The horse fell and I watched in shock as the two started to roll down the hill. My wife disappeared under the horse on the first roll and then they became separated. I watched in horror as my wife's seemingly lifeless body rolled down the hill about fifty yards and became entangled in a small tree.

Nicole, who is 13, was far enough behind, that she did not see the accident. I dismounted and shouted for her to do the same. I started down to where my wife lay.

When I reached Calesta, I was relieved to see that her eyes were open, and she was looking at me. When asked where she hurt she replied that her back hurt, and that she could not feel her legs. At this, hopes of all of us riding out were dashed.

We were deep in the wilderness and I knew I needed to get help and a helicopter.

I had a global positioning system with me as well as my cell phone.

I was able to get phone service. Now – who to call? Should I call 911 and hope to get a local dispatcher? Should I call the local sheriff's office direct? Or should I call my friend Rod?

Rod knew where we were, would understand the coordinates that I would give him from the GPS. He would take my word that I needed Life Flight and would lead the search team dispatched by the sheriff's office.

I called Rod.

Rod went to work.

Rod, my brother-in-law Perry Jacobs, and Fred Hertel, a local fire fighter and paramedic, went to Perry's for equipment. They were joined by my sister Corinna. This team put the word out as they traveled. They contacted the sheriff's office for more support and Life Flight; called other family members about the situation; and called for more horses and equipment in case Calesta could not be moved before dark.

Life Flight for our area comes from Boise, Idaho, an hour away by air. I had to keep Calesta comfortable.

When the helicopter arrived in the area, the flight nurse immediately took over Calesta's care.

With the life flight crew, the rescuers who had reached us and myself all working together, we were able to get Calesta onto the aircraft. The helicopter lifted off and those of us left on the ground

gathered up what was left, re-saddled and started back.

From the time of the accident to her arrival at the hospital in Boise less than four hours elapsed. At the hospital it was discovered that Calesta had spinal and head injuries. Fortunately the head injury did not cause any serious problems and the worst of the back injuries were repaired in surgery two days later. She had to go through a couple of weeks in the hospital, a month in rehab and faced another surgery in January. But she's doing well and is able to care for herself again. We expect her to regain most of her previous life.

I'm blessed with two great children and the accident has strengthened the bond I share with Calesta. I look forward to all the living we have left and realize how fortunate I am to have such a supportive family. It's wonderful to have good friends and humbling to realize how good they are when they're needed.



The Markgraf Family

*(Editor's Note: Mrs Calesta Markgraf was recently presented with the 939th Air Refueling Wing "Young Heroes Medal" acknowledging her positive attitude and continued efforts in the face of illness and injury. Her husband, Civil Engineer Squadron's CMSgt William Markgraf, attended the presentation ceremony with his wife.)*



# VFW posts adopt wing

The 939th has been adopted.

The Sellwood and Tualatin Posts of the Veterans of Foreign Wars have taken the wing under their wings, and have pledged to support the unit, our men and women in uniform and their families under the VFW's national Military Assistance Program (MAP) initiative.

As a start, they presented wing commander, Col William Flanigan, with a \$500 dollar check July 20th, to be used for September's Family Appreciation Day.

According to Linda Jager, Director of Family Support for the wing, Air Force Family Matters has been encouraging local family support programs to contact VFW posts to establish a formal partnership. "Nationally the VFW has stepped up to a remarkable level of support for our families," said Ms Jager. "They distribute free phone cards, collect and distribute donations from major corporations and continue to want to do more. We contacted the Sellwood and Tualatin posts as a local initiative and they expressed an interest in supporting us."

The VFW established MAP with the primary goal of increasing favorable awareness of the VFW in a new generation of veterans. From emergency assistance for qualified service members and their families, to Adopt-A-

Unit, MAP's primary concern is to assist uniformed men and woman.

For those who qualify, MAP's emergency assistance can provide up to \$500 from local chapters of the VFW, with up to an additional \$500 in matching funds from the national level of the organization. Qualifications include:

*The service member must be on active duty status, serving in their unit's theater of operations ...*

*Eligible immediate family members (spouse, son or daughter) must live with the service member, or be in a residence the service member maintains ...*

*The request for assistance must originate with a local VFW post...*

An emergency situation is defined as an immediate need brought about by an event or events beyond the control of the individual or family member.

The family of a 939th member has recently received financial support through this program.



photo by Linda Jager

Officers of the Sellwood and Tualatin Posts of the Veterans of Foreign Wars present 939th Wing Commander, Col William Flanigan, with an adoption certificate dedicating their support, just before presenting a \$500 check to be used for the wing's annual Family Appreciation Day. Officers are (left to right) Susan Huerta, Auxiliary President of Sellwood's VFW Post 4248; Ron Anderson, Tualatin VFW Post 3452; Col Flanigan; Chico Huerta, Sellwood; and Dale Potts, Tualatin Post Commander.

# 939th and 142nd Honor Guard Trains with AF Honor Guard

by TSgt Pepe Rocco  
142nd Security Forces Squadron

Several Guard and Reserve members of Portland's Honor Guard traveled to McChord Air Force Base, Washington to train on the latest honor traditions for those who have fallen before us with dignity. About 50 members from various installations and professions participated in this crammed week of updated training.

The experience levels of the training members varied from several weeks to several years. Three members from the Bolling AFB Air Force Honor Guard, SSgt San Juana Vasquez, SrA Anthony Drake

and A1C Steven Scow trained all members in the various details of funeral honors including the firing detail, pall bearers, and colors detail. Each element trained and practiced until they practically became

one before moving on to the next phase.

The work these Honor Guard members put into the training impressed Col Doug Lengenfelder, McChord Honor Guard Commander. The colonel, a former special operations officer, spoke to members of the group, saying "I would like to thank all of you for giving your



Members of Portland's Air Force Honor Guard who underwent training at McCord AFB were (left to right) SMSgt Rocky Hart, SrA Mark Johnson, SSgt Christa Abbott, SSgt Bryan Shaw, TSgt John Brownfield, SrA Lucas Hernandez (all of the 939ARW) and TSgt Rocco Pepe (of the 142nd FW).

Air Force Photo

time to honor those who have given their all, for those who will in the future, and those who have sacrificed their lives for all our freedoms!"

The week concluded with the trained members conducting several details of different styles of specially choreographed processions. "It was truly an honor to see how this hard work can come together with a group of people who were, for the most part, total strangers," said SMSgt Rocky Hart of the 939th Honor Guard.

The Air Force Honor Guard will conduct this training on an annual basis at several Air Force installations throughout the United States. Anyone wanting to dedicate some of their time to honor others may apply to become a member of the base Honor Guard. Applications are available from SMSgt Hart, who may be reached at 335-5326; or from SMSgt Scott O'Neil, 142nd FW, Air National Guard, at 335-4181.





# Some Guardsmen, Reservists eligible for VA home loans

Members of the National Guard and Reserve that have served on active duty for more than 90 days are eligible for home loan benefits during time of war.

The Department of Veterans Affairs has been trying to get the word out to Guardsmen and Reservists but have found that it is difficult to spread the word nationwide.

"I would guess that many of them are not aware of the requirements for a home loan," said Keith Pedigo, director of the VA Loan Guaranty Service. "However, I would expect that those who are interested in buying a home would go to the trouble to find out exactly what it takes to use the home-loan benefit."

Normally, Guardsmen and Reservists have to serve six years before becoming eligible for a VA home loan, but the requirement changes dramatically when they are called to active duty during wartime. During times of war, Guardsmen and Reservists need only serve for 90 days to become eligible for a VA home loan. Those who are discharged with a service-connected disability with less than 90 days are also eligible.

The best way for Guardsmen and Reservists to find out if they qualify for a home loan is to submit an application for a certificate of eligibility to one of the two VA Eligibility Centers. The center in Winston-Salem, N.C., handles states east of the Mississippi River. The Los Angeles center handles states west of the Mississippi. Applicants should submit a copy of their service record along with their application.

The fee consists of a certain percentage of the loan amount:

- \* 2.75 percent for National Guard and Reserve members
- \* 2 percent for other military

These percentages can be lowered with down payments of 5 or 10 percent.

Applicants who use the Los Angeles Eligibility Center

If you live in one of the following states:

Alaska, Arizona, Arkansas, California, Colorado, Hawaii, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin or Wyoming

Please send your request for determination of Eligibility ([VA Form 26-1880](#), along with proof of military service) to:

Los Angeles Eligibility Center  
P.O. Box 240097  
Los Angeles, CA 90024

Toll free number: 1-888-487-1970

E-mail: [vavbalan/gyeli@vba.va.gov](mailto:vavbalan/gyeli@vba.va.gov)

LA Website: [www.vahomes.org/la/home.htm](http://www.vahomes.org/la/home.htm)

## Local DAR to give school supplies to children of deployed Reservists

The Mt. Hood Chapter of the Daughters of the American Revolution (DAR) is sponsoring "School Supplies," a program to help defray the cost of school supplies for the children of deployed families. This is the third year that the organization has sponsored the program, providing fully stocked school backpacks to children with an activated or deployed parent.

"We anticipate distributing more than 70 backpacks filled with paper, pencils, pens, notebooks, and other supplies this school season," said Linda Jager, Wing Family Support Director, "and I want to thank the women of the Daughters of the American Revolution for their kind support."

Unit first sergeants have been providing the Family

Support staff with the ages and gender of children who have been impacted by deployments so that DAR can provide appropriate material for them. If your family has been impacted by recent deployments and you have not been contacted concerning this program, please call Family Support at 503-335-5011 or 1-800-762-0034, ext. 55011. DAR, Family Support and the wing want to make sure all eligible families are included under the program.

Mt. Hood DAR members will be attending Family Appreciation Day on September 11th, and plan to distribute free books during the event. Ms Jager encourages everyone to stop by, say hello and thank them for their continuing support to the wing.

# 939th Maintenance Group holds Military Dining-In

The 939th Maintenance Group held a Combat Dining-In on July 10, during the monthly UTA.

Less formal than a traditional Dining-In, a Combat Dining-In brings members of a unit together to enjoy ceremony, food and comradery in an informal atmosphere.

The fifty Reservists who attended the July event, started their ceremony with toasts to the colors, the president, the chief of staff, the commander of the Air Force Reserve, the commander of 4th Air Force, the commander of the 939th and the command chief master sergeant of the Air Force Reserve. Another part of the ceremony was that of the Sheathed Sword and the Table Set for One. The sword ceremony symbolizes the laying aside of weapons to enjoy the fellowship of warriors, while the table ceremony pays tribute to fallen comrades.

Lt Col Anthony Baity was guest speaker for the event and was presented with a commemorative goblet for his participation. Other invited participants, such as members of the 939th Honor Guard, stayed as guests of the maintenance group.

According to event organizer, MSgt Ron Patterson, the unit may make the Combat Dining-In an annual event.



The 939ARW Honor Guard (above) presented the colors at the July 10 Maintenance Group Combat Dining-In. Attendees toast their leaders (middle left) during the opening ceremony. Violators of the Combat Dining-In rules (middle right) were punished by having to pay a mandatory visit to the “Grog” Bowl.



photos by Maj Karen Magnus

Violators of Combat Dining-In rules who could not be sufficiently punished by visiting the “Grog” Bowl, faced the firing squad.



## Lt Col Baity Reassigned

Lt Col Anthony Baity, 939th Maintenance Group Commander, headed out July 21, on a nine day journey to his next job as Commander, 514th Maintenance Group, McGuire Air Force Base, New Jersey.

The lieutenant colonel said that he has enjoyed working with the 939th team, but that he is looking forward to the challenge of the new job. "Portland has eight KC-135s and about 200 maintainers," he said. "That's a good size job. But I'll have about 850 maintainers working with active duty on KC-10s and C-17s at the "Gateway to Europe." It's going to be a challenge and a much larger responsibility."

Lt Col Baity, Catherine and their son Terry, will be driving across the northern part of the country on their trip, and are expecting to see some of the sights on their way. "We'll be stopping by Yellowstone and Mt. Rushmore," he said, "and I'm checking the maps to see what else there might be to see."

His change of command ceremony takes place at McGuire on August 7. "And I'll be back here in September for the 939th change of command," he said.



photo by Maj Karen Magnus



photo by Maj Karen Magnus

On Independence Day, July 4th 2004, Mobility, a sub-group of the Band of the Golden West, performed at Portland's Oaks Park Recreational Facility, before hundreds of people celebrating our nation's birth and independence. Mobility was in town from Travis Air Force Base, Calif., representing the 939th Air Refueling Wing.

## When in the sun

# Wear your protection

By Michael Clarke  
939ARW Ground Safety Manager

### **Aging and the sun:**

**R**emember that sun damage is cumulative. The older you get the slower the healing process. Your immune system starts slacking off as you age, and can't respond as vigorously to a sunburn as it once did. Incidental sun exposure contributes to a majority of the damaged skin that occurs in a lifetime; block rays with daily sun protection. Wear sun block; try oil-free daily face protector.

### **Blotchiness:**

**T**his is a condition often caused by sun exposure. Prevent it with daily sunscreen of at least Sun Protection Factor 15, and regular exfoliation (e.g., clarifying lotion, grainy scrubs, and turnaround cream). To conceal blotchiness use foundation and loose powder to unify most skin tones. A slightly shimmered powder can seemingly polish away unevenness.

### **Broken capillaries/spider veins:**

**T**hese are tiny dilated blood vessels or capillaries, usually on face or legs. They are aggravated by sun, wind, spicy foods, alcoholic drinks and temperature extremes. You can protect against these with sun block SPF 15. To minimize discoloration on the legs, try self-tanning lotions. Continuous coverage creams and lotions will hide imperfections on your face.

### **Children's sun care:**

**F**or babies younger than six-months: No sun or sun block, period. Infants need sunhats, shirts and plenty of shade. In the car: Baby wears a wide-brimmed hat. In the stroller: Cover hood (or umbrellas) with a towel. Six-months to two-years: Limit protected sun exposure to (at most) a half-hour daily.

### **In the sun:**

**U**se a creamy, fragrance free sun block SPF 30, especially between 10 a.m.-3 p.m.

At the beach: Go with Sun Block SPF 25.

For summer camp: Carry portable lip block to touch up on lips, nose, and ears.

### **Golfing:**

**W**hile walking the course or breaking par, grab a hat with a 3-inch brim to shade cheeks, ears and neck from sun.

Guys: Don't forget the sun block.

Girls: Top your oil-free Sun block SPF 15 with a dusting of Blended Face Powder for a no-shine finish.

### **Overcast skies:**

**W**atch out: Haze and clouds don't block damaging ultra-violet rays. So always wear UV protecting sunglasses, and make sure your sunscreen stays put.

### **Skiing/climbing:**

**S**kiers, climbers – beware: High altitudes mean thinner air, less atmospheric protection and sun reflected by snow. Serious sun care is needed, even when in the clouds. Our advice: Sun block SPF 30 applied frequently helps to avoid sunburns and sun damage. Also coat the exposed skin with a protective cream or lotion designed to shield against windburn, chaffing and glare.

### **Summer clothing tips:**

**D**ressing light? Apply sunscreen under sheer clothing. For skin high heat and arid conditions mean increased oil production and decreased moisture. Beat the heat with an oil-free moisture treatment.

### **Sunburn:**

**N**ever exfoliate a sunburn when it's in the red, sore, tender stage. Wait until all the redness is gone before resuming exfoliation. If you're using a prescription skin-peeling drug for acne or sun damage, ask your doctor if additional exfoliation is appropriate. Slather with a moisturizer to hydrate and moisturize sunburned skin.

### **Sunscreen application:**

**S**un smarts: Start each season using a sun block with the highest appropriate SPF level. Shift to a lower gear after several days. Slather on your sunscreen 30 minutes before sunning. For lips, protect and add shine and color with gloss of SPF 8.

### **Swimming, scuba, wind surfing:**

**E**ven when submerged the sun's UV rays can get you. Your waterproof solution: Easy-to-use spray-on oil-free Sun Block of SPF 15. Reapply frequently, and after every towel-drying. To protect skin from salt, add a thin layer of SPF 15.



## Safety takes every eye

# Pros make mistakes too

By Maj Shane Ostler  
64ARS/B FLT CC

When I was flying tankers on active duty, the pilots of the squadron were fighting for every hour of flight time they could get. Hours were everything. For the guys that wanted to stay on active duty, hours helped with future assignments. For the guys leaving active duty, hours were the ticket to the airlines.

To help meet the demand for flight time, schedulers would load three or four pilots on each flight and the pilots would split up the mission. Hey, other time is better than nothing.

I was the first co-pilot in the seat for the pre-flight through air refueling. After air refueling both the aircraft commander and I were replaced by two line instructor pilots. We were at altitude and heading to our training airport. The aircraft commander I was flying with headed to the back of the jet and I sat in the jump seat while talking to the navigator.

The pilots at the controls started to brief every item on the approach plate, to include emergency procedure, lost communications, touch and go, flap setting, trim, and touch and go aborts.

The descent checklist and briefs were taking a long time so, to build some extra time, the pilot flying pulled the throttles to near idle with the auto pilot engaged. The airspeed of the plane started to slow, and the good old altitude hold function kept trimming the

aircraft for level flight. In the back of my mind I could hear the trim wheel clicking as the nose of the plane got higher and higher and the plane slowed.

I could hear the buzz of the IP's as they continued to brief landing data, high terrain and a million other points of data. I remember looking to the back of the jet and seeing the boom operator walking to the front of the jet as if he was climbing a hill.

It was about this time that the first onset of a stall buffet was felt, shaking the aircraft and alerting the crew that something needed attention. The aircraft was approaching a stall and, the auto pilot kicked off. The pilots rapidly completed their briefings and fought to get

control of the plane. The auto pilot had trimmed the plane very nose high and it was a handful to say the least. The engines were slowly spinning back up as we, in our old tanker, fell out of our assigned altitude.

London military air traffic controllers were now inquiring why we were descending and if we needed any assistance. The Brits are always so helpful. After a loss of 3000 feet the engines dug in and pulled us out of the mess.

How could four pilots, a navigator and a boom operator allow an airplane to stall? Had we been in the traffic pattern we would have been a Class-A mishap.

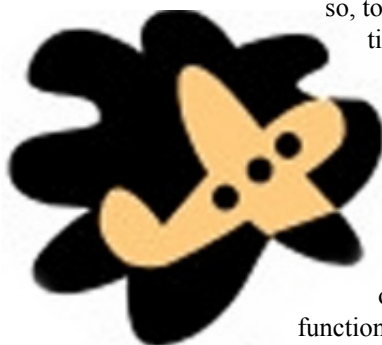
An airplane will do what you tell it to do. In our case the auto pilot trimmed the aircraft until there was nothing left to trim. Lessons learned:

1. Fly the jet first
2. Don't lose your situation awareness by being heads down.
3. If you are on the flight deck watch what the other pilots are doing

The history of flight has proven that pilots kill themselves much more often than airplanes do.

### **Pilots should:**

- \* **Fly the jet first**
- \* **Not lose situational awareness by being heads down**
- \* **Watch what the other pilots are doing when on the flight deck**



## ***the back page***

# Ask Sergeant Look Sharp

Question of the month...

What size chevrons (stripes) do we wear on our uniforms?

### Men

Men's New Service Dress Uniform (Enlisted). - 4-inch chevron

Men's short and long - sleeved shirt. - 3-inch or 3 1/2-inch chevron

Men's Mess Dress Uniform. -

4-inch chevron

Men's Battle Dress Uniform - 4-inch chevron

### Women

Women's New Service Dress Uniform (Enlisted) - 3 1/2- or 4-inch chevron

Women's short and long - sleeved blouse. - 3 or 3 1/2-inch chevron

Women's short and long - sleeved maternity blouse - 3 or 3 1/2-inch chevron

Women's Mess Dress Uniform. 3, 3 1/2, or 4-inch chevron

Maternity Service Dress Uniform (Jumper) 3 or 3 1/2-inch chevron

Maternity Uniforms short and long - sleeved - 3 or 3 1/2-inch chevron

Maternity Mess Dress Uniform - 3 or 3 1/2-inch chevron

Women's Battle Dress Uniform (Including Maternity) 3, 3 1/2, or 4-inch chevron

Reference: AFI36-2903  
Chapter 2 - Pg 8 - 32

Did you know...?

To present the proper military image your...

Watch will be Conservative.

Bracelet will be Conservative, no wider than one inch, and not present safety hazard.

Rings will be a maximum of three at any time.

Eyeglasses and sunglasses will be free of ornamentation on frames and lenses. Conservative, clear, slightly tinted, or photosensitive lenses indoors or in formation.

Conservative lenses and frames outdoors (faddish styles and mirrored lenses prohibited). No sunglasses in formation or worn around the neck.

Reference: AFI36-2903

Chapter 2 - Table 2.5 Pg 72

Acronym of the month...

JFCC - Joint Firepower Control Course

Reference: AFI36-2903 Attachment 1 - Pg 100

Term of the month...  
SPEAR - Aluminized braid, pointed, fleur-de-lis shape.

Reference: AFI36-2903  
Attachment 1 - Pg 101

Questions, Comments Suggestions,  
E-mail [neal.therrien@portland.af.mil](mailto:neal.therrien@portland.af.mil)